

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD
STATEMENT OF ADMIRAL JAMES M. LOY
ON
STRENGTHENING U.S. SECURITY AGAINST MARITIME THREATS
BEFORE THE
SUBCOMMITTEE ON OCEANS AND FISHERIES
UNITED STATES SENATE
OCTOBER 11, 2001

Good morning, Mr. Chairman and distinguished members of the Committee. As Commandant of the U.S. Coast Guard, I want to thank you for the opportunity to appear before you today to discuss the Coast Guard's maritime security strategy before and after the tragic incidents of September 11th.

As a multi-mission, maritime, military service within the Department of Transportation, the Coast Guard is a leader in America's maritime security. We provide valuable service to the American people by ensuring that the nation's Marine Transportation System is safe, environmentally sound, reliable, and secure. With broad law enforcement authority, experience in the exclusive economic zone, command and control systems, considerable cutter, aircraft and shore unit capabilities, and visible presence in all major ports, the Coast Guard is uniquely positioned to be a major player in planning, executing and supporting US homeland security objectives. We are uniquely positioned because of our civil authorities as a law enforcement agency, our military character, and our ability to surge operations quickly to meet new threats to our nation.

Prior to the attack of September 11th, the Coast Guard's homeland security efforts were directed towards executing and enhancing maritime and border security, homeland defense, and economic and environmental security missions in addition to our other normal peacetime missions. In our strategic ports, Coast Guard Captains of the Port chaired Port Readiness Committees and led operations to support major force deployments under national defense contingency plans. In addition, the Coast Guard has worked closely with the Department of the Navy to address domestic force protection for naval assets. We were also positioning ourselves to be prepared for the future including developing a methodology to conduct Port Vulnerability Assessments to identify critical infrastructure, encouraging the formation of additional local Port Security Committees, and developing the concept of Maritime Domain Awareness in cooperation with members of the National Security Council. We have been working on the establishment of active-duty Port Security Units that are deployable and capable of providing specialized law enforcement surge capability for special operations such as terrorist incidents.

When the events of September 11, 2001 occurred, we found ourselves under attack by an enemy lacking a face and a conscience directed not at a government or military, but against innocent people who simply cherished and protected American freedom. The reality of the assault immediately impacted many U.S. Coast Guard men and women at units deployed along the shore and on ships. Yet, despite the obvious presence of the unseen enemy, the Coast Guard engaged in a massive response effort to protect our ports and maritime transportation infrastructure. We also immediately escalated our force protection condition to protect our own people and facilities.

In consultation with the Secretary of Transportation, I immediately ordered my operational commanders to control all of our nation's major ports. Since the attack, over 55 cutters, 42 aircraft and hundreds of small boats have been underway aggressively patrolling domestic ports and coastlines. Diverted from other essential missions, these assets helped us to establish near shore and port domain awareness, and provided an offshore protective force gathering intelligence and interdicting suspicious vessels prior to reaching U.S. shores. In addition, highly trained Port Security Units were deployed to four critical domestic ports. To date, a total of 2600 Selected Coast Guard Reservists have been recalled to augment regular forces working to secure ports, protect port infrastructure, conduct security inspections, and patrols, and continue performing other peacetime missions to the extent possible.

We identified high interest vessels and critical infrastructure so that our limited resources could be applied in an efficient manner. In addition to the Advanced Notice of Vessel Arrival information required by current regulations, we obtained crew and passenger lists so that we could screen them to identify potential terrorists attempting to enter or depart the country. We have also issued an emergency temporary regulation changing the advance notice requirement from 24 to 96 hours to give analysts more time to complete their work. The unique nature of the Coast Guard, as an agile emergency response-oriented organization allowed us to immediately increase our security posture, using existing active duty, reserve, civilian, and auxiliary personnel; and existing shore units, ships, boats and aircraft. However, this posture is not sustainable...nor is it an efficient and effective use of resources. Our people are working long hours, other important missions are being curtailed and almost 30% of our reservists are on active duty. I am working with my operational commanders to determine ways to sustain this high tempo of operations.

Our challenge for the future is to determine what the new normalcy represents in terms of mission requirements and the associated operational activity. I know several things for sure. The new normalcy will be at a higher tempo than existed on September 10th and somewhat lower than the tempo we have known since September 11th. However, whatever that level may be, the American people want reassurance that their government is addressing the threat of terrorism in the maritime domain. This is an immense challenge since 95% of America's overseas trade moves by sea, through 361 ports along 95,000 miles of coastline. The security environment must allow for the differentiation between the lawful and the unlawful without unreasonably disrupting the free flow of commerce.

The United States Coast Guard will participate the effort to develop and execute the maritime component of homeland security. We will maintain the viability and integrity of the marine transportation system's security by working with other public, private, domestic and international entities. While effective homeland security is built upon the principles of an awareness, prevention, response, and consequence management continuum, the primary objectives are awareness and prevention. Prevention places a premium on awareness, detecting, identifying and tracking terrorist networks. Awareness helps focus resources and efficiency on prevention. However, once terrorists or the means of terrorism are on the move towards or within the United States, the nation must have the means to detect and intercept them before they reach our borders and our transportation system.

The key elements of Coast Guard's Maritime Homeland Security Strategy will be:

- Develop effective awareness of all activities that can effect the maritime security of the United States and its citizens;
- Integrate activities of multiple agencies into a single unified maritime effort through interagency command centers and coordination procedures;
- Ensure agile and scaleable security measures for personnel, vessel, facility, and cargo;
- Employ interoperable, multi-agency forces consistent with their core competencies to conduct coordinated maritime security operations;
- Conduct layered maritime security operations with the aim of extending the borders, deterring, disrupting, and intercepting threats across the maritime domain; and
- Leverage international cooperation and participation to share intelligence and conduct maritime security activities to the benefit of all.

In summary, the Coast Guard mounted a significant and rapid response to this severe and unexpected threat. Notably, maritime trade, which is critical to this country's economic strength, continues to move through ports with minimal interruption. It is no surprise that sustaining mobility will come at a higher cost to all of us. But the sobering reality is, because we live in a country that prides itself on the openness of its democracy, we are always at risk of a terrorist attack. Therefore, it is very important that we address the issue of security in seaports now. If we do, we can assure our national security and our ability to keep our nation's transportation system the very best in the world.

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